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ORIGIN EUR-25

INFO OCT-01 EA-11 NEA-10 ISO-00 DOTE-00 SS-20 CIAE-00

PM-07 INR-10 L-03 NSAE-00 PA-03 RSC-01 PRS-01 SPC-03

USIA-15 TRSE-00 SAJ-01 IO-15 SCI-06 NSF-04 NSC-10

HEW-08 INT-08 HUD-02 DODE-00 CEQ-02 EB-11 COME-00

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EUR - MR.RENDAHL

S/S - MR. GAMMON

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FM SECSTATE WASHDC

TO AMEMBASSY BONN PRIORITY

AMEMBASSY COPENHAGEN PRIORITY

AMEMBASSY THE HAGUE PRIORITY

AMEMBASSY OSLO PRIORITY

INFO AMEMBASSY ANKARA

AMEMBASSY ATHENS

AMEMBASSY BRUSSELS

AMEMBASSY LISBON

AMEMBASSY LONDON

AMEMBASSY LUXEMBOURG

AMEMBASSY OTTAWA

AMEMBASSY PARIS

AMEMBASSY REYKJAVIK

AMEMBASSY ROME

AMEMBASSY STOCKHOLM

AMEMBASSY TOKYO

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E.O. 11652: GDS

TAGS: SENV, NATO

SUBJECT: CCMS: INTERNATIONAL ROAD SAFETY RESOLUTION

REF: (A) HAGUE 4442; (B) BONN 14527; (C) MFA

WRITTEN STATEMENT O.P. IV FILE NO. 105.B. 27.A/3

(AY 3, 1973) REFERRED TO IN COPENHAGEN 0953; (D) OSLO

1609; (E) STATE 185344; (F) STATE 184922

1. WE GATHER FROM ABOVE REFERENCES AND COMMENTS MADE AT JUNE 1973 PARIS ROAD SAFETY WORKSHOP THAT HOST COUNTRIES ACTION ADDRESSEES MAY HAVE SIMILAR PROBLEMS WITH RESPECT TO QUANTITATIVE GOAL STATED IN PARA 1 (B) OF INTERNATIONAL RESOLUTION TRANSMITTED REFTEL (F). PROBLEM SEEMS TO BE DIFFERENT FROM THAT EXPRESSED BY UK. UK ARGUMENT WOULD APPEAR TO BE THAT HAVING ALREADY SUBSTANTIALLY REDUCED THE TRAFFIC DEATH RATE IN UK, UK CANNOT BE EXPECTED TO ATTAIN SIMILAR HIGH RATE OF REDUCTION IN THE FUTURE. THEREFORE UK WISHES TO RESERVE ITS POSITION ON QUANTITATIVE GOAL.

2. ON THE OTHER HAND, DUTCH, NORWEGIAN, DANISH, AND POSSIBLY GERMAN RESERVATIONS APPEAR TO BE RELATED MORE TO FACT THAT 15 PERCENT TRAFFIC DEATH RATE REDUCTION TOO LOW A GOAL. DUTCH INDICATE THEY CAN ATTAIN THAT RATE OF REDUCTION WITHOUT ANY INCREASE IN THEIR ROAD SAFETY PROGRAMS; NORWEGIANS EVIDENTLY DO NOT LIKE QUANTITATIVE RATE REDUCTION THAT MIGHT IMPLY ACCEPTANCE OF GIVEN LEVEL OF TRAFFIC DEATHS; AND DANES INDICATE THAT IN DENMARK 15 PERCENT TRAFFIC DEATH RATE REDUCTION MIGHT RESULT IN INCREASE IN ABSOLUTE NUMBER OF TRAFFIC FATALITIES. ALTHOUGH REFTEL (B) INDICATES THAT GERMANS SHARE UK RESERVATION, AT JUNE MEETING FRG REP JUNGBLUT STATED THAT HE WAS IN FAVOR OF PREVENTING ANY INCREASE IN THE ANNUAL NUMBER OF TRAFFIC DEATHS FOR EACH CLASS OF ROAD USER AND THAT THIS GOAL IN GERMANY WOULD RESULT IN TRAFFIC DEATH RATE REDUCTION GREATER THAN 15 PERCENT. JUNGBLUT STATED THAT GERMANY COULD

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ACCEPT THE RESOLUTION WITH OR WITHOUT QUANTITATIVE GOALS.

3. ACTION: DRAWING ON ABOVE, REQUEST ACTION EMBASSIES APPROACH APPROPRIATE OFFICIALS HOST GOVERNMENTS TO DETERMINE IF OUR ANALYSIS IS CORRECT, AND IF SO TO SUGGEST THAT THE WORDING "AT LEAST 15 PERCENT" PERMITS EACH INDIVIDUAL COUNTRY TO SET A HIGHER GOAL IF IT WISHES. ON THE OTHER HAND, THE 15 PERCENT GOAL SETS A

FLOOR FOR THE MINIMUM INTERNATIONAL CCMS COMMITMENT. IN U.S. OPINION, WITHOUT SUCH A BOTTOM LEVEL, RESOLUTION WILL BE SUBJECT TO PUBLIC CRITICISM OF BEING VAGUE. FROM PUBLIC IMAGE POINT OF VIEW, SPECIFIC GOAL OF TRAFFIC DEATH RATE REDUCTION IS MORE MEANINGFUL THAN "BEST EFFORTS TO PREVENT ANY INCREASE IN THE ANNUAL NUMBER OF TRAFFIC DEATHS." FRG AND NETHERLANDS SHOULD BE REMINDED THAT THEY OFFICIALLY CO-SPONSORED RESOLUTION WITH QUANTITATIVE GOAL AT CCMS APRIL PLENARY.

4. IF THESE ARGUMENTS DO NOT MEET HOST GOVERNMENTS' OBJECTIONS, WE SUGGEST FOLLOWING APPROACHES:

A. FOR THE HAGUE: AT JUNE WORKSHOP, KUIPERBAAK FELT EARLIER QUIST LETTER (REFERRED TO IN REF A) MIGHT NOT, REPEAT NOT, ACCURATELY REFLECT DUTCH POSITION, AND HE WOULD ATTEMPT TO CLARIFY POSITION ONCE BACK IN HOLLAND. WE WOULD BE GRATEFUL IF EMBASSY COULD APPROACH KUIPERBAAK (PRIOR TO APPROACH SUGGESTED PARA 3) TO SEE IF QUIST/ELZINGA STATEMENT REFLECTS KUIPERBAAK'S UNDERSTANDING OF THE MATTER. IF NOT, AND APPROACH IN PARA 3 IS NOT ACCEPTED, SUGGEST THAT DUTCH RESERVATION BE EXPRESSED IN TERMS OF FOLLOWING FOOTNOTE:

BEGIN QUOTE WITH RESPECT TO PARAGRAPH 1 (B) OF THIS RESOLUTION (NAMES OF COUNTRIES) EXPECT TO ATTAIN A PROGRESSIVE REDUCTION IN THE RATE OF TRAFFIC DEATHS PER 100 MILLION KILOMETERS OF TRAVEL ON THEIR ROAD NETWORKS SUBSTANTIALLY IN EXCESS OF 15 PERCENT OVER THE NEXT FIVE YEAR PERIOD. END QUOTE. THIS FOOTNOTE WOULD CLEARLY SEPARATE THE DUTCH FROM THE BRITISH WHO WILL SIMPLY RESERVE THEIR POSITION.

B. FOR COPENHAGEN: IF DANES CANNOT ACCEPT ARGUMENT CONTAINED PARA 3 ABOVE, EMBASSY SHOULD SUGGEST SAME FOOTNOTE AS SET OUT ABOVE FOR DUTCH. ONLY OTHER PROBLEM
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RASIDED BY DANES IN MAY 3 WRITTEN STATEMENT (REF C) CONCERNS DIFFICULTY OF CALCULATING RATE REDUCTION IN TERMS OF OTHER CLASSES OF ROAD USERS SUCH AS PEDESTRIANS, BICYCLISTS AND MOPED USERS. THIS PROBLEM IS WELL UNDERSTOOD WORLD-WIDE AND RELATES TO DIFFICULTIES IN MEASURING THE AMOUNT OF TRAVEL OF MOTORCYCLISTS, THE DISTANCES WALKED BY PEDESTRIANS, ETC. HOWEVER, BECAUSE MOTOR VEHICLE MOVEMENTS ARE INVOLVED IN ALL TRAFFIC DEATHS BY DEFINITION, AND SINCE THE DISTANCES TRAVELLED BY MOTOR VEHICLES CAN BE ESTIMATED, THE TRAFFIC DEATHS RATES BASED ON THIS ESTIMATED MEASURE OF KILOMETERS TRAVELLED ARE USED THROUGHOUT THE WORLD. THE NEED TO IDENTIFY THE ABSOLUTE NUMBER OF TRAFFIC FATALITIES FOR EACH CLASS OF ROAD USER IS OF COURSE CALLED FOR IN PARA 1(A) OF THE RESOLUTION.

C. FOR OSLO: WE WOULD HOPE THAT ARGUMENTS CONTAINED

PARA 3 WOULD SATISFY PRELIMINARY CONCERNS EXPRESSED IN REFTEL (D). HOWEVER, IF NORWEGIANS FEEL THAT THEIR ROAD SAFETY PROGRAMS JUSTIFY IT, THEY MIGHT WISH TO JOIN IN THE FOOTNOTE WE HAVE SUGGESTED FOR THE DUTCH.

D. FOR BONN: NEW GERMAN ATTITUDE IS PUZZLING UNLESS THEY HAVE BEEN APPROACHED ON THIS SUBJECT BY BRITISH. (SEE PARA 2 ABOVE). WE WOULD HOPE THAT GERMANS WOULD SEE THEIR WAY TO RETURNING TO THEIR INITIAL POSITION, PARTICULARLY IN LIGHT OF FACT THAT THEY CO-SPONSORED RESOLUTION WITH US AT OTTAWA PLENARY. IF NOT, PERHAPS THEY WOULD ACCEPT FOOTNOTE SUGGESTED FOR DUTCH.

5. REQUEST ACTION ADDRESSEES REPORT BACK ASAP ON RESULTS OF THE ADDITIONAL DEMARCHES DESCRIBED ABOVE.
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